

Intimations.

DAKIN BROS. OF CHINA, LIMITED, DISPENSING CHEMISTS.

SELECT MEDICINAL PREPARATIONS. ASTRINGENTS, DIARRHÆA & CHOLERA REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR.—A prolonged experience of this epidemic in India, its home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed. Full directions accompany each bottle. Per bottle, \$1.50 and \$3.

Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.

Dakins' Chlorodyne.—Sedative, Anodyne, and Anti-spasmodic. This reliable remedy has long been used throughout the East as a stand-by in Cholera and Diarrhœa. In bottles, 35, 75 cents, \$1.50 and \$2.75.

Dr. Rubin's Essence of Camphor.—Valuable for simple Diarrhœa, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.

Fluid Extract of Indian Bael (prepared from the unripe fruit of the *Egle Marmelos*). Of great service in Diarrhœa and Chronic Dysentery. Per bottle, \$1.

Dietetic Biscuits.—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhœa and Dysentery. Per tin, \$1.

DAKIN BROS. OF CHINA, LIMITED, London, Hongkong, Amoy. Hongkong, 12th August, 1890.

WINES AND SPIRITS.



BY APPOINTMENT.

A. S. WATSON & CO., LD. (ESTABLISHED A.D. 1847.) HONGKONG.

WE invite attention to the following old lauded Brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case	Per Bot.
A Alto Douro, good quality, Green Capsule	\$10	\$1.00
B Vintage, Superior quality, Red Capsule	12	1.10
C Fine Old Vintage, Green Capsule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50

	Per Case	Per Bot.
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Mananilla, Pale Natural Sherry, White Capsule	10	1.00
CC Superior Old Dry, Natural Sherry, Red Seal Capsule	10	1.00
D Very Superior Old Pale Dry, choice old wine, White Seal Capsule	14	1.50
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)	14	1.50

	Per Case	Per Bot.
CLARETS.		
A Superior Breakfast Claret, Red Capsule	\$4	\$4.50
B St. Etienne, Red Capsule	4.50	5.00
C St. Julien	11	7.50
D La Rose	11	12.00

	Per Case	Per Bot.
BRANDY.		
A Hennessy's Old Pale, Red Capsule	\$12	\$1.10
B Superior Very Old Cognac, Red Capsule	14	1.25
C Very Old Liqueur Cognac, Red Capsule	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule	24	2.00

	Per Case	Per Bot.
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C Watson's Aboulen-Glenlivet, Red Capsule with Name and Trade Mark	8	0.75
D Watson's K. D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10

	Per Case	Per Bot.
IRISH WHISKY.		
A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
GENUINE BOURBON WHISKY.		
A J. A. Remy's, Red Capsule, with Name	10	1.00

	Per Case	Per Bot.
GIN.		
A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. H. Geneva	5.25	0.50
RUM.		
Finest Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island	\$1.50	per Gallon.

	Per Case	Per Bot.
LIQUEURS.		
Maraschino		
Curaçao		
Chartreuse		
Herrings Cherry Cordial		
Dr. Sieger's Angostura Bitters, &c.		

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, sent necessarily for publication; but no evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions of public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

MARRIAGE.

At St. James' Episcopal Church, Leith, on the 12th July, by the Rev. J. Shireen, M.A., LOUISE ELIZABETH, daughter of the late Capt. Johnson, of Leith, to Capt. J. A. MORRIS, Scottish Oriental Steamship Co., Hongkong. [1176]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 13, 1890.

TELEGRAMS.

THE GERMAN EMPEROR.

LONDON, August 4th.

The Emperor William, accompanied by the German squadron, has arrived at Dover on route for Cowes.

CHOLERA.

About one hundred deaths from cholera are occurring daily in Mecca; the disease is also spreading in Spain.

FREE EDUCATION.

Mr. Chamberlain, M.P., is confident that the Free Education bill will be passed next session.

LOCAL AND GENERAL.

IN Bangkok the other day a Chinaman claimed to be a Portuguese subject. The Celestial will pay it very low-down, sometimes.

Up to July 1st there had been 27 cases of cholera on board the Turkish mail-of-war *Ertugroul* of which eight had proved fatal.

THE *Hogo News* says that Mrs. Smith, a passenger by the steamship *Oceanic*, died on Sunday the 3rd inst. on the passage between Hongkong and Kobe.

THE Superintendent of the P. & O. S. N. Co. courteously informs us that the steamship *Dokara*, with the next English mail, left Singapore for this port at 3 p.m. yesterday.

DR. DOBERCK notified to-day that in future the observations made at Victoria Peak (on which local storm-warnings depend) will be entered in the meteorological register whenever received.

A GENTLEMAN who arrived by the French mail from Shanghai yesterday informs us that he learnt from one of the leading physicians of that Settlement that cholera, in a severe form, had broken out in the native portion of the city, and that several cases were under treatment by him.

THE comprador of a well-known local firm who are large operators on Bombay yarn, opium, &c., has disappeared, and so have \$40,000 which this worthy Celestial collected on behalf of his employers. Of course the old story—rash speculation. The missing gentleman is secured for \$30,000.

ARRANGEMENTS are on foot to establish a Seaman's Registry Office in Kobe for the purpose of supplying trustworthy Japanese seamen to foreign vessels. The capital of the company is yen 3,000 in 100 shares of 30 yen each. The sanction of the Government for the scheme is expected in a few days.

THE new buildings for the Bangkok branch of the Hongkong and Shanghai Bank were opened on the 1st inst. The cost was \$30,000, and the *Times* says that it is a very fine, substantial, three-story edifice, situated on the east side of the river and in close proximity to all the other business houses, the Post and Telegraph Office, the Custom House, &c. It is fitted with every convenience, and is in a most desirable situation.

SIX months with hard labour was the sentence passed by Mr. Woodhouse at the Police Court this morning upon an audacious night-soil cooie who was "grabbed" at one o'clock this morning walking off with a hand bag worth \$5, the property of Mr. Lowe, of the Hongkong and Shanghai Bank. It appears that Mr. Lowe had his watch stolen from his bedroom about a week ago and suspicion, which turns out to have been well founded, rested on the nightsoil in question.

THE rumour that Buddhism is finding plenty of playlets in the French navy out in the East finds confirmation in a paragraph from a native paper at Yokohama, which says that three French sailors from a French man-of-war, which put into Takamatsu recently, visited the chief temple of the place. Removing their boots they went in and worshipped the idol of Buddha, and their behaviour was most reverent. They further worshipped at all the other images in the temple, casting a two-cent piece into the box before each god as an offering. On leaving each gave the priest five cents.

A NOVEL exhibition is promised in Kyoto, remarks the *Japan Gazette*, compared with which the self-did narrative by the Bank of England forger of his experiences, and other like entertainments, will sink into the shade. We are told that Takejima Takegoro, a liberated gaoi-bird who has served his sentences for breaking into 57 godowns, robbery with threats of violence, breaking into private houses, &c.; has repented of his past doings, and, having obtained a two years' license, proposes to give an exhibition in the Gion Kwan theatre, Kyoto, in which he will portray his past burglaries and robberies.

AN experiment, attended with curious results, was tried the other day at the central dissection office in Nagasaki-ken, according to a Japan contemporary. A number of cholera bacilli, from patients, were taken and developed on beef tea which increased their size considerably. About 2 p.m. on the 20th six white rats were operated upon, two being caused to eat some of the bacilli, while the other four cases the general was injected. About 7 in the evening two of the latter showed signs of lassitude, they became unable to walk, and expired the following morning, but the whole of the remaining four are said to be perfectly well.

A RUMOUR reaches us from Misaki, says a Yokohama paper, that the deep sea photographic project with which is associated the names of Professors Burton, West and Milne has met with a serious reverse. A terrific explosion is said to have occurred, two persons have been more or less seriously injured, and the apparatus which took many months to construct, is now at the bottom of the Pacific. From what we hear this apparatus consisted of an ordinary camera enclosed in a cast-iron box sufficiently strong to withstand from 600 to 1,000 lbs. pressure to the square inch. When the stand attached to this touched bottom, by an ingenious contrivance the cap was removed from the lens and the contents of two bottles were caused to mix—the mixing resulting in an explosion, giving the light necessary for the production of a photograph. From what we can gather, by some means or other this mixing must have taken place earlier than the operators expected.

THE cholera reported cases in Nagasaki up to the 3rd inst. totalled 1305 and the deaths 77.

KELLY & WALSH, Ltd., have sent us a copy of a monograph on "Leptrosy" from the able pen of Mr. Ian Canille, M.A., M.B., F.R.C.S., a portion of which appeared in our columns last October. Dr. Canille's researches and his experiences of this loathsome disease will be studied with interest by the medical world.

News was received last night that Oscar Brandt, who was a passenger from Shanghai for Hamburg by the German mail steamer *Sachem*, had died at Singapore. Remembering the old saying *de mortuis nil nisi bonum*, we will not write the deceased gentleman's obituary, but we nevertheless venture to use an aphorism of the great Napoleon's, that although death may exalt faults it cannot repair them.

THE two coolies, Lai Ki and Wong Afuk, who were arrested in connection with a fatal affray down in Wanchai and charged with manslaughter on the 28th ultimo, were before Mr. Woodhouse at the Police Court this morning, when a brother-in-law of the deceased man identified the two prisoners as being amongst the number who literally hammered his relative to death. The case stands remanded until Tuesday, when Doctors Canille and Lawson will give evidence.

THE *Japan Gazette* states that, since the outbreak of cholera on the *Ertugroul* there have been 23 cases, and 7 deaths, but there are eleven patients whose disease has not yet been properly diagnosed. In view of the above we are not surprised to read in the *Osaka Mainichi Shimbun* that the inhabitants are taking steps to memorialize the Government to order the *Ertugroul* to "unanchor" and go. The presence of the vessel is undoubtedly a menace to the town, while the object of her stay is not apparent. The commander of any other power would have had his ship in mid-ocean long before this.

XAVIER, the late assistant bailiff of the Supreme Court, who invented to Macao a few weeks ago with \$1,000 which he had collected by virtue of a writ of execution, and who is now in goal there pending an application by the Hongkong Government for his rendition, was examined by the Macao judicial authorities last Friday with reference to a sum of \$300 which he is alleged to have embezzled, when in charge of certain mess accounts, prior to his arrival in Hongkong. We have not learned what transpired at the hearing, nor what steps have been taken by the Hongkong Government to get Mr. Xavier duly handed over to the local police.

AN amusing instance of the mechanical administration of regulations by the Japanese officials occurred on the railway between Kobe and Osaka the other day. A passenger took a ticket for the latter place—a first-class ticket, principally for the reason that, being a stranger to Japanese railways, he should not travel in a higher class carriage than that for which he had a ticket. It happened that he got into a second class carriage. The conductor came round to examine tickets, pointed out the mistake, and was told it was of no consequence. That was from the point of view of the passenger—the conductor thought otherwise. There is a bye-law among the regulations of the Japanese railways, as there is among those of all railways, that a passenger must ride in a carriage corresponding with his ticket. In every other country in the world there were there are railways that rule would be interpreted by the officials to mean that a passenger must not ride in a carriage of a higher class than that for which he has paid a fare. That, of course, is the spirit of the rule. But the Japanese conductor has no discretion. That is his order—he must carry it out. And so the next station, another official appeared and politely insisted upon the guilty passenger accompanying him to a first class carriage. He has not yet been prosecuted, but is not altogether certain that he will not be.

CHAN SIN TSANG, master of the Pao Ching ship, 64 Wellington Street, was brought before Mr. Robinson at the Police Court this afternoon and charged with unlawfully receiving and having in his possession a large quantity of stores, the property of Messrs. Lane and Crawford. Mr. Bowles appeared for the prosecution and Mr. Recco, Mr. Lane and Crawford's manager, appeared for the defence. The manager of the property, including labels and capsules for Teacher's whisky, glassware, cigars, knives, &c. He said that some of the things were found in the house-cooler's room, and the rest in the prisoner's shop. No less than 4030 capsules and labels had been missed from the stock. Mr. Recco asked the Magistrate to discharge the prisoner on the extraordinary grounds that no case had been made out, and on Mr. Robinson declining, called witnesses who swore that the prisoner had nothing to do with the shop where the goods were found. After Mr. Bowles had replied, his Worship said—in this case I have to find whether the things were unlawfully obtained. I do find that the labels, capsules and glasses were unlawfully obtained. Secondly whether the defendant was receiving stolen goods. I cannot hold it proven that the defendant was in actual possession of the goods. I must therefore discharge the defendant. At the close of the proceedings Mr. Bowles applied for a warrant to arrest one of the witnesses, but his Worship refused.

THE Fairfield Shipbuilding Company launched a steamer at Govan, last month, a steel screw steamer of some 2000 tons for the Scottish Oriental Steamship Company, intended for the Chinese coasting trade. The ceremony of naming the vessel the "*Somdeth Phra Nang*" was gracefully performed, by Miss Louisa Johnson, of Leith, fiancée of Captain Morris, who takes command of the new steamer. A new feature in launching was introduced. Instead of a small army of men standing simply necessary to slip the narrow silk ribbon and the vessel glided off the stocks. At the ceremony, Mr. White, of the Fairfield Shipbuilding Company, presented Miss Johnson with the scissors with which the ceremony was performed, a handsome souvenir of the interesting event. The dimensions of the vessel are as follows:—Length, 270 feet; breadth, 36 feet 6 inches; depth, 23 feet 6 inches moulded. She is built to class at Veritas, three-deck rule, and is generally similar to the other steamers of the line, but with the exception of the Eastern trade, with additional intermediate accommodation for native passengers. The steamer has a straight stem and elliptical stern, with a turtle-back aft, and large deck-house enclosing officers' cabins and state-rooms for the first-class passengers. The vessel will be fitted by the Fairfield Company with a set of triple-expansion engines, with direct acting, with surface condensers. High-pressure cylinders, 24 in. diameter, 30 in. stroke, and low-pressure cylinders, 36 in. diameter, 48 in. stroke, will be supplied by two cylindrical tubular boilers with three furnaces in each, and adapted for a working pressure of 15 lbs. The steamer throughout is fitted with all the latest improvements for working cargo and the comfort of passengers, and is built to pass the Board of Trade and Bureau Veritas surveys.

We are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" liner *Glenfinlas*, from London, left Singapore for Hongkong this morning.

PIO IGNAIO ALMEIDA, Esq., an overseer of the Public Works Department, appeared at the Police Court this morning before Mr. Woodhouse. Pio Ignazio's business at the Magistrate was to give evidence against an unfortunate wretch who had stolen his three dollars um-her-wellah. The coolie was jailed for six months with hard labour.

A MEETING of the members of the British Mercantile Marine Officers' Association was held last night in the Hotel, Prater West. The meeting was for the purpose of electing a President and a Vice-President, and Capt. S. Ashton, President of the Association, occupied the chair. In an interesting address—which pressure on our space compels us to hold over—Capt. Ashton sketched the objects of the movement, and congratulated the Association on its already powerful membership and on its excellent prospects of meeting a want long felt in this colony.

A CORRESPONDENT writes from Peking to our Tientsin contemporary:—The condition of the streets continues too horrible for description. The very best of our foreign-built houses have not been adequate to the pluvial strains put upon their roofs. The rainfall is variously estimated, but the most trustworthy measurements appear to show 30 inches for the month of July, more than an ordinary year's supply. Communication with Tientsin, though still imperfect, is resumed. The American Minister and other travellers were seven days on the road. The navigation of the Peiho is now practicable, only care has to be taken to avoid the temporary rapids made by the numerous breaches. At the Temple mounds damage has been done, and both discomfort and danger have been encountered by many who sought peace in the Western Hills.

A SAD accident, resulting in the loss of two lives, happened on board the U. S. flag-ship *Onaka*, whilst on a recent excursion for target practice outside Kobe, at the end of last month. Whilst off Owari Bay, the usual firing was going on. The fifth gun, a nine-inch smooth bore had been fired. The gun had been sponged, the cartridge inserted, and the shell was being rammed home, when the charge exploded. The effect was disastrous. One of the men, Emanuelson, lay on the deck a mutilated mass, with the top of his head missing, and showing nothing but the bare skull, his left arm was partially torn away and his chest crushed in. Death of course was instantaneous, and the same merciful fate befell his shipmate Kirke, who was shot clean off the vessel. A protracted search failed to discover any trace of Kirke's remains and it is supposed he was shattered to pieces. The heavy firing at once ceased and in the evening Emanuelson's remains were interred at sea, the vessel returning into port the following day.

MESSRS. WHEATLOCK & CO.'S Shanghai Freight Market Report for August has the following:—Since our last report, dated July 25th, there has been no change in our freight market, rates homeward having been well maintained. For London very little cargo in going forward and steamers and great difficulty in procuring enough to fill their allotted space, while for New York tonnage is barely equal to the demand. Nagasaki-Shanghai—There is still a demand for tonnage at slightly lower rates but as owners are not willing to accept the figure offered, no business has transpired. Newchwang-Amoy—A slight enquiry exists for small craft. For London, via usual ports, the *Suez Canal* and the *Holla's steamer* *Palmirus* and the *Mutual Co's* *Palming* are the only two boats on the berth beside the Mails, and as there is a great scarcity of cargo, loading is slow. The former is advertised for dispatch on the 13th instant and the latter will sail to-morrow. Rates remain unchanged, 35¢ per ton all round is asked. For New York via usual ports of call and Suez Canal—The departure of the *Benlidi* yesterday has left the berth entirely vacant, but it will be occupied by the *Euphrates* arriving here to-morrow; the latter being a very small carrier, her space available here has been readily taken at 45¢ per ton, consequently her stay will be brief. It is difficult to give the order in which the others will follow, as there are several steamers already on the berth in Japan, viz.—*Benliri*, *Pori Phillip*, *Glenaglas*, *Albany* and *Strathendene*. Via Cape—The *Luxon* is still loading, she has been more than fortunate in securing a fair cargo from here, as when she was taken up the prospects were very poor. We doubt if another ship will follow for some little time. Quotations are:—Newchwang to Swatow, 10 Mex cents per picul, nominal. Newchwang to Amoy, 20 Mex cents per picul. Nagasaki to Shanghai, \$1.30 per ton of coal net, for both steamers and sailing vessels. Settlement for the fortnight:—*Felling*, British steamer, 752 tons register, Newchwang to Amoy 21 cents per picul, 2 days for loading. Disengaged vessels in port. *Nancy Pendleton*, American ship, 1,385 tons register. *Landdowne*, British ship, 1,436 tons register.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. G. WILKINSON, Acting Puisne Judge.)

THE COLLISION COMPENSATION CASE.

THE case of *Lau Tai v. the Steam Launch Company* was resumed this morning. Mr. Robinson (instructed by Mr. Wilkinson) was for the plaintiff, and Mr. Francis, Q.C., with Mr. Phillippo, (instructed by Mr. Roddy) defended. Fan Aye, a seaman on the *Patience*, said that he was on the look-out on the night of the collision. The launch was going at half speed when passing the *Patience's* Wharf, and suddenly it came to a stop. A sampan in the way, with no light up. He called out to the steersman to go to the east. The night was foggy. If he had not shouted the launch would have run into some passage boats to which the sampan was fastened.

That concluded the evidence for the defence. Mr. Francis, in closing the case for the Company, pointed out that the plaintiff and his witnesses had unanimously alleged that the *Patience* was to the west of the Douglas buoy, and, that having been disproved, the case fell to the ground. The question for his lordship to decide was whether the crew of the *Patience*, by their negligence, caused the loss of life and property alleged, or whether it was a consequence of the plaintiff's negligence which put it out of the power of the defendants to avoid the collision. His contention was that the latter was the case—that the defendant anchored in the fairway, the light went out, and the boat was hidden in the shadow of the passage buoy. In the event of a collision being awarded Mr. Francis asked that it should be reduced to a minimum.

Mr. Robinson, in reply, urged that since the plaintiff had had twenty years' experience as a boatman he knew the rules of the harbor, and was unlikely to anchor in the fairway. The collision occurred because the crew of the *Patience*, seeing that they had European passengers, determined not to make any exertion to avoid the sampan. The measure of compensation, he

submitted, should include at least the seven years' earnings of the deceased, and the value of the property lost.

His lordship, in giving judgment, said that the claim was made up of \$750 for the loss of the plaintiff's son, and \$210 for the loss of property, damage to the boat, &c.

Mr. Robinson here seized the opportunity, whilst his lordship was drawing his breath, to continue his defence to the extent of about half a column, after which—

His lordship continued that, as he was about to say, the defence set up was contributory negligence on two counts—first that the sampan was in the fairway, and secondly that she carried no light. Mr. Francis had stated the law correctly when he admitted that, even if both allegations were correct, the crew of the launch were bound to exercise ordinary skill and care, or the Company would be liable. With respect to the first point, the evidence of the plaintiff and his witnesses was that the sampan was anchored to the north-west of the Douglas buoy. He discredited the evidence of the quartermaster of the *Fokien* on the point. On the other hand witnesses for the defence had stated that the boat was to the east of the buoy. The only reliable evidence was that of the police, who, arriving after the collision, found the boat about a hundred yards in front of the Wharf. The plaintiff's counsel had endeavored to show that she had drifted there after the collision, but his lordship failed to see how that was possible, being of opinion that she was practically on the fairway to the wharf. With regard to the evidence as to the light, the plaintiff asserted that there was on whereas the evidence for the defence was of a negative character—the witnesses only said that they did not see any light, which was possible, even if there had been one. His lordship thought that the look-out suddenly sighted the row of cargo-boats in front of the sampan, and that he and the steersman were too occupied in getting out of their way to observe the sampan. Even if they did, there was not sufficient care taken in getting to the wharf. Under those circumstances the defence of contributory negligence failed. With respect to the question of damage, he must first disallow the charges for finding and burying the body, but as regarded the claim of \$101 for money, which the plaintiff said were the savings of twenty years, and were to go to buy the deceased widow a wife, there was some doubt. But the latter sent by the plaintiff to the Company next day, in which he claimed \$200 for the loss of his son, and said nothing of the loss of the money, made it appear like an after-thought, and it would be disallowed. For the jewellery and clothing \$25 would be allowed as ample cover. As regarded the claim for the loss of the son, the measure of damages was the loss of his services. In the letter they were set down at \$200, and apart from that, the fact that he was going to be married, and would, presumably, start on his own account, had to be considered. Taking plaintiff's own valuation, however, \$200 would be allowed, or, altogether, \$225, and costs.

CLAIM AGAINST A POLICEMAN.

LO KUM PAI, claimed \$500 damages from P. C. MILLER, No. 72, for assault, illegal arrest, and malicious imprisonment.—Mr. Wilkinson appeared for the plaintiff, and Mr. Mossop defended.

Mr. Wilkinson said that the plaintiff was a Christian, and a teacher in the Christian school for Chinese.

His lordship—Isn't this a case for a jury?

Mr. Wilkinson said that he was willing to follow any direction by his lordship.

His lordship left it to the parties.

Mr. Wilkinson continued that on the 11th July an information having been laid that there was illicit opium in the plaintiff's house, the defendant, with several Excise officers, went to the premises. Following the rule with police officers in this colony, defendant walked straight in, without producing the warrant, and plaintiff stopped him and asked what he wanted. Defendant showed him the outside of the warrant, and slapped his face with it. Plaintiff still insisted on seeing the warrant, and was again struck by the defendant, who then went up to the cock-loft. Plaintiff, resenting this high-handed treatment, followed, protesting, and the constable then arrested and charged him with obstruction. At the Magistrate, as would be shown by the depositions, defendant swore that he arrested the plaintiff because he put his head out of a window and called to the people to raise a riot. It would be shown that plaintiff did nothing of the kind—that he only looked out of a window and cried out "Tah Tah!" meaning that he was being beaten. In view of those circumstances the amount claimed was extremely reasonable.

Plaintiff was then called. He said—I am a Government school-teacher, and live at 26 Square Street, with my brother and family. I remember the defendant coming to my house with some other men last month. They went to the cock-loft, and I asked him, in Chinese, what was the matter. He did not reply, but slapped me in the face. Then I heard my nephew say they were looking for opium, and I asked the defendant to show me the warrant. He did not show it to me, but pushed me backwards. I said, "Why do you beat me?" and he slapped me on the face again. They all searched for the opium then, and when my nephew asked him why he didn't show the warrant, he slapped his face two or three times also. We then retreated to the verandah, where defendant pushed my wife against a wall, and then into the cock-house, although she was near her confinement. Then the defendant arrested me, and an excise officer read the warrant to me. He said that even the Governor's house or the Hongkong and Shanghai Bank could be searched so that I couldn't "cheep." He said I would use them, and they pushed me down stairs, and defendant took me to the Central Station, defendant holding my queue. At the Station he charged me with calling out "Beat him! kill him!" and took me to the cell, striking me on the way. I was locked up a little more than half-an-hour, and then Dr. Chalmers bailed me out. I was discharged by the Magistrate next day, after paying a solicitor \$50 to defend me. As a resident here of a dozen years standing, and a teacher with a thousand scholars, I have suffered in reputation through this.

Cross-examined.—When I was charged at the Police Station I complained that he beat me. I took out a summons against the defendant afterwards, but did not attend, although it was adjourned to enable me to do so. The morning after the assault I took my wife to the Police Station. She was wrapped in a shawl. The Sergeant sent us to Hospital, where the doctor examined us. He told me to put my wife to bed.

Mr. Mossop read a certificate from Dr. Atkinson, stating that he had examined the woman, and found nothing the matter with her. Witness continued—I did not call out "Tah Tah!" at all, or obstruct the defendant.

He then, the plaintiff's nephew, corroborated. The case was afterwards adjourned until to-morrow.

FIRE AT BLACKHEAD'S GODOWNS.

Last night, at a quarter to six, a report was received at the Central Fire Station that fire had broken out at Messrs. F. Blackhead & Co.'s coal godowns at Kowloon Point. The steaming engine

was quickly under way in charge of Assistant-Engineer Campbell and a number of the fire-brigade, who were soon hard at work pumping volumes of water over a huge 1,000 ton pile

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; ALSO MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, MARSEILLES, TRIESTE, HAMBURG, NEW YORK & BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ORIENTAL," Captain E. Stewart, with Her Majesty's Mails, will be despatched from this for LONDON via COLOMBO and SUEZ CANAL, on THURSDAY, the 21st August, at Noon.

Cargo will be received on board until 4 P.M., and Specie (Gold) at the Office until 4 P.M., on the day before sailing. For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Hills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong 9th August 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA and VICTORIA, B.C., on FRIDAY, the 22nd August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and other ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:— To San Francisco, \$225.00 To San Francisco and return, 393.75 available for 6 months. 325.00 To Liverpool, 330.00 To London, 330.00 To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

HONGKONG 12th August, 1890.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 23rd August, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class Fares granted as follows:— To San Francisco, \$225.00 To San Francisco and return, 393.75 available for 6 months. 325.00 To Liverpool, 330.00 To London, 330.00 To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

HONGKONG 11th August, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"SUSSEX,"

2,484 Tons Register, Captain H. F. Holt, will be despatched for VANCOUVER, B.C., via AMOY, TIENTSIN, SHANGHAI, INLAND SEA, KOBE and YOKOHAMA, on THURSDAY, the 14th August, at Noon.

To be followed by the S.S. "MONGKUT" 21st August; and "BATAVIA" 4th Sept. Connection will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:— To Vancouver and Victoria, (Mex.) \$210.00 To Montreal, New York, &c., 320.00 To Liverpool, 315.00 To London, 310.00 To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 13th August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

HONGKONG 11th August 1890.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 27th day of August, 1890, at 4 P.M., the Company's Steamship "PREUSSEN," Captain Reimksten, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M., on 26th August. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., Agents.

HONGKONG 5th August 1890.

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STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Niobe	Hamburg	August 13th	Siemssen & Co.
Agamemnon	Liverpool	August 16th	Butterfield & Swire.
Bokhara	London	August 17th	P. & O. S. N. Co.
Glendias	London	August 19th	Jardine, Matheson & Co.
Gwallior	Bombay	August 23rd	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Oriental	P. & O. S. N. Co.	Aug. 21st, at noon.
London	Peking	Arnhold, Karberg & Co.	About Aug. 18th.
Marseilles, via Saigon, &c.	Melbourne	Messageries Maritimes	To-morrow, at noon.
Bremen and Ports of Call.	Preussen	Melchers & Co.	Aug. 27th, at 4 p.m.
Fiume, via Straits	Medusa	D. Sassoon, Sons & Co.	Aug. 17th, daylight.
Havre, and Hamburg, &c.	Kriemhild	Siemssen & Co.	Aug. 18th, at noon.
New York, via Suez Canal	Beledi	Gibb, Livingston & Co.	Quick despatch.
New York, via Suez Canal	Euphrates	Russell & Co.	August 22nd.
San Francisco, via Suez Canal	City of Rio de Janeiro	Jardine, Matheson & Co.	About August 28th.
San Francisco, via Panama	Gaelic	P. & O. S. N. Co.	Aug. 22nd, at 1 p.m.
Vancouver, B.C., via A. &c.	Sussex	Adamson, Bell & Co.	Aug. 23rd, at 1 p.m.
New Zealand, &c.	Kwaiyang	Butterfield & Swire.	To-morrow, at noon.
Port Darwin, &c.	Tai-nan	Butterfield & Swire.	About Aug. 20th.
Calcutta, via Straits	Japan	D. Sassoon, Sons & Co.	Aug. 15th, at 3 p.m.
Straits and Bombay	Lombardy	P. & O. S. N. Co.	Aug. 22nd, at noon.
Bangkok	Phra Chom Klao	Yuen Fat Hong	Aug. 15th, at 10 a.m.
Nagasaki and Kobe	Pathan	Adamson, Bell & Co.	August 16th.
Hio-go and Yokohama	Tetartos	Russell & Co.	Aug. 16th, at 4 p.m.
Shanghai	Bokhara	P. & O. S. N. Co.	Quick despatch.
Swatow and Amoy	Agamemnon	Butterfield & Swire.	August 18th.
Swatow and Bangkok	Kong Beng	Yuen Fat Hong	To-morrow at 10 a.m.
Swatow, Shanghai, &c.	Yikong	Jardine, Matheson & Co.	Aug. 15th, at 4 p.m.
Coast Ports	Haitan	Douglas LaPrak & Co.	To-morrow, 11 a.m.

Intimations.

INTIMATION.

J. Blackhead & Co., SHIP-CHANDLERS, SAIL-MAKERS, AND PROVISION MERCHANTS, NAVY CONTRACTORS, AND GENERAL COMMISSION AGENTS, No. 11, Praya Central, (Opposite Padda's Wharf).

SOLE AGENTS for RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.

SAPOLIO. ENOCH MORGAN'S SON'S SAPOLIO OR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HAASEN'S FRANKFURT ON M. CONSERVED MEATS, VEGETABLES AND FRUIT.

CEMENT from the celebrated Factory of Hemmoor.

SWEDISH TAR and OREGON PINE LUMBER.

FLENSBURG STOCKBEER, ENGINEERS' and BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

HONGKONG, 26th June, 1890.

NOTICE.

JRYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JRYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special rates for Shipping and large Orders.

Mr. ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 10th June, 1890.

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 25 grains 4 times.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations! Hongkong 24th May, 1890.

Agents for China and Hongkong: Messrs. A. S. WATSON & Co. (LIMITED). Hongkong, 20th December, 1888.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour a line of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary. Hongkong, 25th August, 1890.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

W. S. MARTEN, ARTISTIC DECORATOR, AND HOUSE AND ESTATE AGENT, 2, DUDELL STREET, HONGKONG.

HONGKONG, 6th April, 1890.

TO LET UNFURNISHED, From August 1st.

TWO GOOD ROOMS, with Bath Room, in the Caine Road. Rent moderate. Splendid View of the Harbour.

Apply to W. S. MARTEN, 2, Duddell Street, Hongkong, 3rd July, 1890.

NOTICE.

THOMAS KERR & CO. ENGINEERS, BOILER-MAKERS AND CONTRACTORS, YAU-MAT-IT ENGINEERING WORKS, KOWLOON.

OFFICE—No. 23, Pottinger Street, Hongkong 6th June, 1890.

Geo. Fenwick & Co., LIMITED, VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1860.

HONGKONG, 20th January, 1890.

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., 16 Bind, Yokohama, next door to Farsari's Photographic Studio.

[27]

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D. GILLIES, Secretary. Hongkong, 25th August, 1890.

NOTICE.

Notices of Firms.

NOTICE.

DURING my temporary absence from the Colony, Mr. J. W. CROKER is appointed Acting MANAGER for Geo. Fenwick & Co., Ltd.